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CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Briesen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE PREPARED 19 October 1954

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED

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1. The following observations were made at Briesen airfield between 27 September and 3 October 1954:

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27 September. At 0805, two U-11-28s took off at intervals of about 500 meters, circled once over the field and then landed again. Subsequently, another U-11-28 took off and made one short local flight. There was a closed ceiling at an altitude of about 1,000 meters, a strong westerly wind and intermittent rain. At 0850, 3 Il-28s took off in rapid succession, assembled in one line with an interval of about half a wing span between the individual aircraft. Flying was practiced for about 40 minutes outside of the range of visibility. Subsequently, 2 Il-28s practiced flying for 40 minutes. After the take-off, the two aircraft flew side by side. After the landing, Il-28s were repeatedly seen aloft flying in formations of two or three, usually for about 40 minutes duration. An accident occurred during the landing of a Il-28 which had apparently touched the runway too late and, at the end of the runway, continued to roll on to the taxiway at a rather high speed. While turning in the direction of the taxiway, the aircraft spun around 2 or 3 times, and a screeching noise was heard. When the aircraft came to a stop, 4 men climbed out through the cabin roof, but no one was seen getting out of the rear gunner's station. An ambulance, a fire truck, a truck and a sedan rushed to the scene coming from the flight control station. No further details could be identified. The aircraft still stood at the same site at about 1800 and 10 to 12 men were working on the wings, rudder assembly and landing gear.

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30 September. At 0800, 10 Il-28s and U-11-28s took off at intervals of about 1,000 meters and in the following succession: 06, 09, 05, 07, 34, 37, 43, 49, 45 and 36. After the take-off by the last aircraft, the first aircraft landed and was followed by the others. There was a 8/10 overcast at an altitude of about 600 meters, visibility of about 8 km and very strong wind from the northwest. At about 0830, activity was discontinued and no additional flights were made. All of the aircraft were U-11-28s.

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1 October. At 0615, 5 Il-28s and U-Il-28s took off at intervals of 1 minute. They crossed the field twice, flew outside of the range of visibility, and landed at 0740. No more flights were made throughout the day. There was a closed ceiling at an altitude of about 600 meters.

3 October. Beginning at 1000, 27 Il-28s and U-Il-28s took off in the following way: 6 aircraft were parked on the runway, while the other aircraft stood aft of them on the eastern connecting lane between the runway and southern taxiway. The 6 aircraft on the runway were arranged in 2 rows, one on the right and the other on the left side of the runway. The aircraft took off at intervals of about 10 seconds. The first one to take off was the first plane on the left side, then followed the first one on the right side, subsequently the second plane on the left side and the second one on the right side etc. The aircraft on the connecting lane followed in the same succession. In the air, the aircraft assembled in flight wedges and subsequently in 3 squadron wedge formations. These 3 formations on 9 aircraft each at first flew to the west and then turned to the south. The take-off and formation flying was apparently conducted by experienced pilots. At 1140, the aircraft approached from the south and individually landed at intervals of 400 to 500 meters. During the landing, the following numbers were identified on

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During the air activity, only 2 Il-28s or U-Il-28s were parked at the field, including the aircraft which had made the crash landing on 27 September. This aircraft, apparently on blocks, was parked at the entrance to the dispersal area in the woods in the southwestern corner of the field. From the distance it could not be observed whether the wings were completely dismantled or only as far as the engines. The second aircraft observed at the field was an U-Il-28.

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25, 26, 28 and 29 September and 2 October. No air activity was observed at the field.

Truck [] was repeatedly seen entering and leaving the airfield. 1

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2. Il-28s or U-Il-28s were repeatedly towed by 2 small flat trucks each, while changing their location. The vehicles moved to a place in front of the jet engines and were attached to the landing gears by rods, about 5 meters long. The same type of vehicle has continuously been observed at Tempelhof airfield. 2

3. At 1015 and 1045 on 3 October, 27 Il-28s or U-Il-28s crossed over Luebbenau.

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4. On 3 October, a formation of about 30 twin-jet aircraft crossed the Doberlug-Kirchhain area from northwest to southeast at an altitude of about 2,000 meters. The aircraft flew in wedge formation with an interval and distance of about 1 wing span and 1 aircraft length respectively. The formation was escorted by jet fighters including 10 flying at an altitude of about 1,000 meters, 6 at the same altitude, 8 at about 600 meters, and 1 at 150 to 200 meters. The 8 jet fighters and the individual aircraft had a black ring, about 1 meter wide, around their fuselages and wings. 1

1. Comment. Briesen airfield is still occupied by a bomber regiment equipped with Il-28s. The observation by source 1 on 3 October indicates that a total of 29 Il-28s were stationed at the field, including 27 which practiced formation flying and 2 parked on the ground. In addition to the 26 aircraft [] observed on 3 October, []

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therefore, are believed to belong to the field. [REDACTED]

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Werneuchen bomber airfield. The bomber regiment in Briesen probably participated in the fall maneuvers as is inferred from the air activity observed at the field and the flights over the Luebbenau and Doberlug-Kirchhain area, the latter reported [REDACTED]

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2. [REDACTED] Comment. These towing carriages had been observed on the airfields formerly occupied by bomber units.

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